

**CITY OF SCOTTSDALE TRANSPORTATION COMMISSION
REGULAR MEETING
THURSDAY, SEPTEMBER 18, 2003
CITY HALL KIVA
3939 Drinkwater Boulevard, Scottsdale, Arizona 85251**

Present: Brian Davis, Commissioner
Mark Gilliland, Vice-Chair
David Hill, Commissioner
Vivian Johnson, Commissioner
Kelly McCall, Commissioner
Mark Melnychenko, Chairman

Absent: John Rooney, Commissioner

Staff Present: Rose Arballo
Debra Astin
Bruce Dressel
Harriett Fortner
Phil Kercher
John Little
Dave Meinhart
Steve Olson
Janet Secor
George Williams

1. CHAIRMAN MELNYCHENKO CALLED THE REGULAR MEETING TO ORDER AT 6:03 P.M.

2. CHAIRMAN MELNYCHENKO INTRODUCED THE NEW COMMISSIONER, MS. KELLY MCCALL.

Chairman Melnychenko welcomed Commissioner McCall and asked her to say a few words about her self and how long she had lived in Scottsdale. Commissioner McCall stated she had lived here about two years, was concerned about traffic in Scottsdale and saw this as an opportunity to serve her community.

3. SECRETARY FORTNER CALLED THE ROLL.

All Commissioners, except for Commissioner Rooney, were present.

4. APPROVAL OF MINUTES OF JUNE 19, 2003.

COMMISSIONER JOHNSON MADE A MOTION TO APPROVE THE TRANSPORTATION COMMISSION MINUTES OF JUNE 19, 2003. COMMISSIONER HILL SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY 6-0.

5. ITEMS FROM THE FLOOR.

None.

6. REGIONAL AREA ROAD FUND (RARF) UPDATE.

Mr. Olson stated that on September 17, Maricopa Association of Governments (MAG) adopted the concept of a regional transportation plan they will be taking to the regional council on September 24 for final adoption. As a result of this action, an additional \$65M was added into the regional plan for projects within Scottsdale. Approximately \$700M will be spent on projects important to Scottsdale residents over the next 20 years.

A significant concept that staff has proposed is creating firewalls which will allot 33% funding for transit, 58% funding for freeways and highway improvements, and 8 to 10% for arterial streets in the valley. Creating firewalls will make sure money will not be taken away from one project and given to another, funds will stay within each mode split.

Another proposed idea was to develop a life cycle certification program for freeways, streets, and transit to ensure the cost and revenues for the regional transportation plan are balanced annually. Steps were taken toward an acceleration policy so in later phases of the plan, a community can upfront money and then be paid back later.

The following timeline has been set in an attempt to approve and move forward with the Regional Transportation Plan:

- 9/24/03 Regional council will review and approve to move forward with the transportation plan.
- 9/29/03 Plan will be presented to the City Council.
- 10/23/03 Final certification and approval to move forward with legislative discussions.
- 1/12/04 Legislative discussions begin.
- 1/19/04 Approval to add the Transportation Plan to the ballot.
- 2/3/04 Language of the plan will be finalized.
- 5/18/04 Election Day.

Commissioner Johnson confirmed the dates.

Chairman Melnychenko asked about contingency if there were cost overruns. Mr. Olson stated the need for contingency within projects were budgeted plus an additional 10% was budgeted for contingency purposes.

Commissioner Hill asked if the perspective tunnel under the Scottsdale Airpark was a late addition. Mr. Olson stated throughout the process there were funds for the tunnel under Scottsdale Airpark. Mr. Little said the late addition was more funds for construction costs. Commissioner Hill asked what amounts were allocated and Mr. Olson stated \$69M could be used for the tunnel.

Commissioner Hill stated he understood not all the time lining for these projects have been completed, maybe none of it, so probably premature to ask where that project would fit in the timeline. Mr. Olson stated currently in the phasing for the plan over the 20-year period that would be in what we are calling Phase 3, which is the 2016 to 2020 period. There would be some flexibility within that if we were ready to move forward with this, we could do through upfront funding and could start earlier.

Commissioner Hill asked if this is like some of the transactions done to accelerate freeway construction. Mr. Olson said exactly.

Commissioner Davis asked if there is a local share to some of the local projects like streets and intersections or is that 100% paid for by this package. Mr. Olson stated for arterial streets the cost share would be 30% of the total cost. There is no cost share for operation or capital for transit. That was one of the issues that had come up over time. Light Rail is a different thing and frankly we have not been aggressively involved in the light rail issue. In terms of freeway, as a result of last night's discussions, the intersections no longer would have a cost share and that was not a significant change.

7. REGIONAL FARE POLICY UPDATE.

Ms. Astin briefly stated we are studying the fare policies, fareboxes and what we can do with the fare structure. Our fareboxes are almost 20 years old and parts are no longer being made for them. The City of Phoenix initiated the study and included all of the cities within the Valley Metro area. This was not intended to be a fare increase; the goal is to simplify the fare structure. The new fare structure most likely would be going to a 7-day pass or a 31-day pass and get rid of tokens or tickets. This will be going to the Valley Metro board in November to ask about going out for public hearings.

Mr. Little asked the Commission for their input on the potential changes in fare policy, as this item will come before the Commission for action in the future.

Commissioner Gilliland wanted to know if buses are specific to Scottsdale only routes or if this is a change throughout the entire system. Ms. Astin stated Scottsdale owns 25 buses and all the equipment on the buses; the City is responsible to purchase the fareboxes for these buses.

Chairman Melnychenko asked if these changes are due to the convenience for the customer as well as upgrading the system. Ms. Astin said through a survey found that both riders and drivers think the current system is too complicated. Chairman Melnychenko stated when this comes back to the Commission; it is made real clear where the fares are now and what the recommendation is for the action item.

Commissioner Johnson stated she is against an expiration date on the fare structure; Commissioner Johnson recommended a card with a flexible value. The Commissioner then asked if cash was being eliminated. Ms. Astin stated cash is not being eliminated.

8. TROLLEY PURCHASE.

Ms. Astin stated the City was awarded a grant for the purchase of trolley buses for the downtown shuttle. A contract was awarded to Arizona Bus Sales for the purchase of seven trolleys that will arrive later this year. Our trolley season will begin November 17. The new trolleys will have removable windows, be equipped with PA systems, music systems and will be fueled by bio-diesel.

The two major changes to the service are:

1. Altering the route slightly to begin serving the Galleria and Visitor and Convention Bureau.
2. Thursday nights the trolleys will operate until 9 p.m. to serve the Art Walk.

The trolley has been renamed the Scottsdale Trolley. There is a whole new look, new signs and a new marketing campaign. Instead of paying with tokens, tokens could be given as a souvenir or they could be exchanged at local merchants for a free cup of coffee, piece of biscotti or 10% off selected merchandise.

Commissioner Davis asked if Scottsdale has a fueling station and wanted to know if we are assured of a steady supply of fuel. Ms. Astin stated the fleet management department and the transportation department are cooperating to install a small tank at the Angus yard and a company in Buckeye will provide the fuel to us.

Commissioner Hill questioned the increased cost in the service and asked what enhancements will be done to justify the additional expense. Ms. Astin explained the majority of the additional expense was to pay for the route extension to serve the Galleria and the extended Thursday night hours. Other additional costs included higher insurance rates, additional personnel to meet the federal maintenance requirements and uniforms. Ms. Astin explained that insurance costs had risen tenfold due to the cost of the vehicles, additional liability requirements and the larger number of buses.

Mr. Little pointed out those insurance costs are not limited to just trolleys and buses. This is pretty consistent with other things we are experiencing throughout the city.

Chairman Melnychenko asked how many people the trolley seats and wanted to know about ADA accessibility. Ms. Astin stated the trolley seats 22 and is designed to have more standing space than seating space holding a total of 40 people. The vehicles have a wheelchair lift built into the rear door, they kneel about three inches to reduce the height of the first step and there are two wheelchair locations in each trolley.

At the November 20, 2003 Transportation Commission regular meeting, Commissioner Johnson requested these minutes show a committee consisting of members of the community had met frequently and voted on the trolley presented by Ms. Astin; and the committee liked everything about the trolley but were not in favor of a blue color

9. CAPITAL IMPROVEMENT PROJECTS (CIP) UPDATE.

Mr. Meinhardt provided an update on projects in the construction phase and focused on three areas.

Projects Completed in 2003:

- o Hayden Road – Princess to Loop 101
- o Hayden/Indian School Intersection
- o Pima Road left turn lane – Pinnacle Peak to Jomax
- o Sweetwater/Cholla/Tonalea/Chaparral traffic calming
- o Indian School Road canal bank enhancements
- o Oak Street/Arizona Canal multi-use bridge

Projects Currently under Construction:

- o Scottsdale Road – Indian Bend to Gold Dust
- o Hayden/Camelback Intersection
- o Hayden/Chaparral Intersection
- o Frank Lloyd Wright/Greenway/Hayden Intersection
- o Pima Multi-use Path buffering wall – Inner Circle to Via de Ventura
- o Shea Multi-use Path – 136th to 142nd
- o Bridge at Hayden/Miller and Deer Valley

Completed Designs, Ready for Bid:

- Bus Bays at 9 Locations
 - McDowell/Miller (3)
 - Hayden/Northsight (2)
 - Shea/Pima Crossings
 - Via de Ventura/Via de Negocio
 - 83rd/Butherus
 - Scottsdale/Butherus (with turn lane project)
- Sidewalk Ramps at over 200 locations
- Roadway Capacity Improvements at 5 locations
 - Scottsdale/Jackrabbit (modify grade on west side)
 - Pima/Dixileta (NB to WB left turn)
 - Pima/Stagecoach (NB to WB and SB to EB left turns)
 - Pima/Dynamite (EB to SB right turn and EB to NB left turn)
 - Scottsdale/Butherus (NB to EB right turn and far side bus bay)

There are also a number of projects in various stages of design. Those projects are moving forward with the help of the Capital Projects Management division of the Municipal Services Department who we work very closely with to get projects completed.

Commissioner Johnson asked which side of Shea the bike path will be on and will it include a horse trail. Mr. Meinhart explained the multi-use path is on the south side of Shea for bicycle and pedestrian use only, with no specific provisions for equestrian use. Commissioner Johnson asked about Pima Road north of the 101. Mr. Meinhart stated that project did not make the list for discussion, because it is not in the construction phase yet. It is in the concept design phase, moving forward with construction scheduled for early 2005.

Commissioner Gilliland asked if ADOT has any further involvement in the Pima Road project. Mr. Meinhart stated ADOT's role is primarily related to reviewing the transition from our roadway to the existing freeway interchange at Pima/Princess.

Commissioner Gilliland inquired about the results of the traffic calming projects. Mr. Meinhart asked Mr. Williams to answer this question, since he has been working directly with the affected neighborhoods. Mr. Williams stated Sweetwater is complete; Cholla and Tonalea are nearing completion. Residents and staff observations showed traffic has slowed and traffic volumes have dropped. Speed and volume counts will be done in the next 30 – 60 days. Commissioner Gilliland stated this would be an interesting item for the Commission to discuss as more data becomes available. Mr. Williams agreed this was a good way to get data out to the public.

Mr. Little added feedback collected from going door to door, talking to residents and asking their thoughts on the traffic calming was very positive. Maintaining property values and quality of life in those neighborhoods is a primary goal of neighborhood traffic management.

Chairman Melnychenko inquired about the timing of 96th Street improvements with Cactus Road improvements. Mr. Meinhart commented construction would likely begin on 96th Street by spring 2004. The Cactus Road final design contract will be going to council the end of October 2003. Cactus Road plans will take 9 to 12 months to complete and work will be done in phases.

Commissioner Gilliland asked the status of Indian Bend from Hayden to Scottsdale and McDonald Drive from Scottsdale to 78th projects. Mr. Meinhart commented the Council recently awarded a design contract on McDonald Drive. The concept design contract for Indian Bend will go to Council in November.

Commissioner Hill asked the status of Hayden Road from Cactus to Thunderbird. Mr. Meinhart stated work is being done on the final design. The target is for construction to begin by fall of 2004. We are currently looking at the most cost effective methods for drainage modifications in the corridor. Commissioner Hill asked if ground would be broken on Cactus Road from the freeway to FLW in late 2004. Mr. Meinhart stated it would be late 2004 or early 2005.

10. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) REGIONAL CONCEPT OF OPERATIONS.

Mr. Dressel gave background information on the local and regional activities regarding ITS and the development of a regional concept of traffic operations report on the MAG level. The purpose is to actively manage and operate the valley's transportation systems. This process involved researching other traffic management centers, transit centers and emergency management centers throughout the country to find the best practices using technology to date.

Scottsdale's traffic management center and infrastructure in general is about 30% to 40% complete, which is further along than other municipalities throughout the valley. On September 19, Mr. Little signed a Memorandum of Understanding (MOU) making Scottsdale the first in the valley to sign, showing the City is dedicated to the cause of bringing synergy to traffic management.

New safety funding with most of the money going toward development and operations is looking for federal money to help deploy our ITS system. Scottsdale is developing a comprehensive strategic plan for our ITS system that will bring us in line with the regional operations plan. We want to bring the strategic plan back to the Commission for final approval, get your input what you think is important and what we think is important.

Scottsdale will be installing 31 additional cameras, which will cover virtually from McDowell on the south, the 101 on the north, 64th Street on the west to the 101 on the east.

Chairman Melnychenko stated he thinks from a regional perspective, the RARF and the regional plan tie into and piggyback with the transportation plan real well; Mr. Dressel agreed.

11. BRIEFING ON WATERFRONT PROJECT.

Mr. Kercher provided a brief overview of the Scottsdale Waterfront Project. This is a current development application that has been submitted and will go to the City Council for approval on October 7. The Planning Commission has already approved the project. The site is located on the southwest corner of Camelback and Scottsdale Roads. It is proposed to be mixed use project, combining residential, retail and office land uses.

The applicant is proposing to develop this project through the infill incentive district. Site access is provided by Marshall Way from Camelback Road and Montecito Avenue from Goldwater Boulevard. Both of the intersections are currently signalized. We are recommending adding a left turn arrow for southbound traffic at Goldwater and Montecito to get into the site. The plan is to modify Marshall Way from a four-lane street with a raised median to a two-lane street with surface on street angle parking to make it more pedestrian friendly and allow parking adjacent to the retail land use.

The city is also planning to construct a bridge extending Marshall Way over the Arizona Canal to connect to the downtown area. This bridge will be restricted to pedestrian and trolley use only. Transit stops will be provided on Camelback between Marshall Way and Scottsdale Road and on Scottsdale Road south of Camelback, with planned trolley stops along Marshall Way.

Commissioner McCall asked the scheduled completion date for this project. Mr. Little stated it would be a phased project with Marshall Way improvements beginning late 2004 for the trolley bridge and street improvements. The whole project will take five to six years to complete.

Commissioner Hill asked how the proposed bridge will be restricted to trolley and pedestrian traffic only. Mr. Kercher stated there would be bollards that drop into the ground and come up through some sort of pneumatic pressure and operate by remote control. As the trolley approaches the bridge, the bollards will be lowered, the trolley will cross and then the bollards will rise back up. Signing and striping will indicate vehicles are not allowed.

Commissioner Johnson inquired about provisions for a bus station or depot inside the development. Mr. Little stated there would be regular trolley service up and down Marshall Way as well as regular transit service on the north at Camelback. There is a bus stop at the front door of the development on Camelback where the turnout is shown on the site plan. There is also a Scottsdale Road bus stop north of the canal in front of the development. Commissioner Johnson asked if there would be a circulator. Mr. Little stated there would be regular service on both Camelback and Scottsdale Roads. Trolley service goes right down the middle through the heart of the development connecting regular route service on Camelback and the trolley will serve Loloma. People will have a choice of Scottsdale Road, Camelback Road or any of the routes that serve Loloma.

Commissioner Davis asked about widening Camelback Road and would the third lane be a right turn lane. Mr. Kercher stated the third lane would be a right turn lane at Scottsdale because of the existing bridge structure on Camelback east of Scottsdale Road.

Chairman Melnychenko inquired about the City's recommendation to have turning movements with cars coming down Camelback instead of Chaparral and when a traffic study had been performed what the rating was. Mr. Kercher stated there was a traffic impact study prepared using a city consultant and the rating was acceptable for peak hour. Chairman Melnychenko asked if the bus stops would have bus bays. Mr. Kercher commented there had been discussions with the developer about this. Chairman Melnychenko added bus bays are a hindrance to transit operations and this is an important intersection.

12. RUBBERIZED ASPHALT ON 101 FREEWAY UPDATE.

Mr. Little stated that ADOT's construction schedule for the rubberized asphalt project on the Loop 101 has been received. We have been successful accelerating this project by up fronting costs to ADOT to get these projects underway with no cost to the City. We are using budgeted CIP funds and will be repaid by ADOT following the construction of the projects.

The next project will begin October 25 and 26 and November 1 and 2. This will provide rubberized surface from the exiting rubberized asphalt at 90th Street and Mountain View to Frank Lloyd Wright Boulevard. In early spring of 2004 the section from McKellips to 90th Street will be rubberized. In the fall of 2004 the last 14 miles of Loop 101 will also be rubberized. This schedule will involve full freeway closures on the weekends. Staff has developed a plan where detours and VMS signs will be placed to route traffic around the project. Staff ensures that no freeway closures will happen at the same time that any special events are planned at the TPC, WestWorld etc.

Commissioner Hill asked how it was determined which section to do first. Mr. Little stated the existing section was done because it had the highest noise ratings. Rubberizing that section, putting in additional berm and extending the sound wall at that location has reduced noise impacts between 4 and 7.8 decibels. Interest was then turned to the south part of the community to rubberize from McKellips north to the existing 90th Street section. ADOT plans to add auxiliary lanes from McKellips to Thomas in the spring of 2004 and rubberize at that time. Based on the next highest noise readings at 90th Street to Raintree and Frank Lloyd Wright, it was determined this section be rubberized in the fall of 2003. Commissioner Hill complimented Mr. Little on holding community hearings last year concerning freeway noise, taking public input, commentary and dialog at the same time former Governor Hull made the executive decision to fund total rubberization of the valley freeway system. Commissioner Hill added he thought Mr. Little's leadership helped influence getting this valuable amenity accomplished.

13. IN-SERVICE: WARRANT FOR TRAFFIC SIGNALS.

Mr. Little stated this presentation is for educational purposes since we have televised hearings to explain what transportation does and how we decide what things need to be done.

Mr. Williams stated he would explain the process to determine where to put traffic signals and tie this information in with the earlier discussion about traffic calming. The first part of any program or traffic-calming project is to make sure the major streets work, people stay on the major streets and don't look for alternate routes through neighborhoods.

Traffic signals are a critical part of making our system work. There are standards and guidelines staff has to follow for signal warrants. The federal government through the federal highway administration provides these to keep traffic controls uniform throughout the country. The federal highway administration publishes the Manual on Uniform Traffic Control Devices (MUTCD), which is reviewed and adopted by ADOT; the newest adoption was May 2003. There are eight traffic signal warrants that are considered the minimum criteria for putting in a traffic signal. Staff looks at new intersections, and intersections with a significant increase in traffic volumes or a high accident rate.

When preparing for a signal warrant study there are several things to do, first staff measures existing traffic volumes, determine travel speeds, review the accident history, observe the intersection at peak hours and throughout the day on a normal basis, write a report and do a study on the intersection. Once that process is completed, the entire traffic engineering division reviews the report. Any modifications or changes are made and then sent to the traffic engineering director for approval. If approved, the signal is designed, reviewed and approved and then the equipment is ordered. Construction is scheduled and reviewed before the signal is turned on and tested to make sure it is operational and works properly. The cost of signaling an intersection is approximately \$100,000; which is lower than a lot of municipalities because the City has our own in house signal crew.

Commissioner Hill inquired about the timing of the 90th Street/Cactus Road signal and what to do when something is wrong. Mr. Dressel stated signals typically work with loops on side streets, which detect vehicles. When loops go bad the intersections goes into recall that extends the timing. Citizens can call the traffic engineering staff or the signal shop to report a problem.

Commissioner Johnson asked if and when the Hualapai/Pima Road intersection was on the list to have a traffic signal installed. Mr. Williams stated there are approximately 65 intersections on the list and the Hualapai/Pima Road is in the top 10 to be studied. This study should be completed within the next few months.

14. COMMISSIONER COMMENTS.

Chairman Melnychenko commends staff on the presentations, they were of high quality and the commission appreciates the work that went into them. Chairman Melnychenko welcomed the new commissioner, Commissioner McCall.

15. GENERAL MANAGER COMMENTS.

Mr. Little stated items of interest from citizens and commissioners could be placed on the commission agenda. There will be a number of critical issues coming before the commission in the next few months, making sure we keep an eye to the future. Budget forecasting and working on financial issues is going to be very critical. Mr. Little welcomed the new commissioner and a new administrative staff member, the recording secretary.

16. ADJOURNMENT.

COMMISSIONER JOHNSON MOTIONED TO ADJOURN AT 8:00 P.M. COMMISSIONER GILLILAND SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY 6-0.

Respectfully submitted,

Harriett Fortner
Recording Secretary